

ABSTRACT OF THE DISCLOSURE

A method for controlling a drive train of a vehicle having a multi-group transmission, comprising an automatic transmission and a subsequently placed range group. During a change of the gear ratio of the range group, the following occurrences take place: the drive train is relieved of load by a change of motor torque; an openable shifting element of the range group is opened; a closable shifting element of the range group is synchronized and closed; one ratio of the automatic transmission is changed in such a way that a change of ratio of the multi-group transmission is smaller than is an unassisted change of ratio of the range group. A desired speed of rotation of the motor is established by changing the transfer capability of one shifting element to an equivalent ratio of the multi-group transmission, which ratio exhibits a connective rotary speed to which the closable shifting element of the range group is synchronous.

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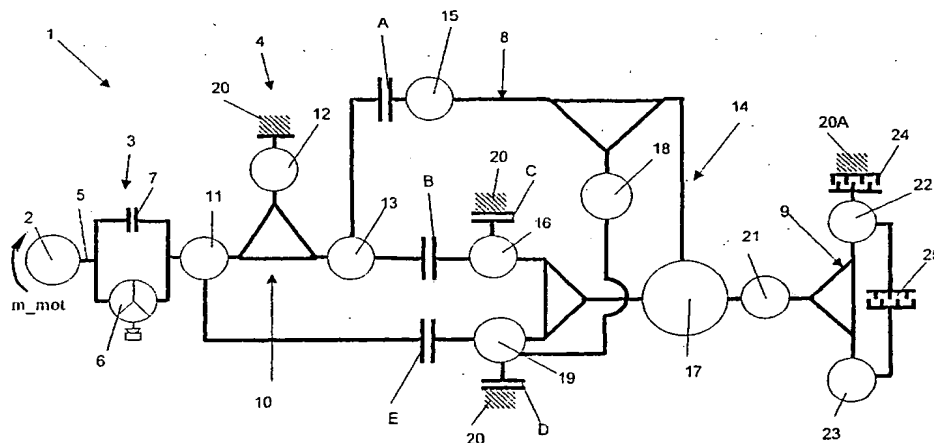
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Zur Erklärung der Zweibuchstaben-Codes und der anderen Ab-
kürzungen wird auf die Erklärungen ("Guidance Notes on Co-
des and Abbreviations") am Anfang jeder regulären Ausgabe der
PCT-Gazette verwiesen.

(54) Title: METHOD FOR CONTROLLING THE DRIVE TRAIN OF A VEHICLE

(54) Bezeichnung: VERFAHREN ZUM STEUERN EINES ANTRIEBSSTRANGES EINES FAHRZEUGS



(57) Abstract: Disclosed is a method for controlling a drive train (1) of a motor vehicle, especially an off-road vehicle, comprising a drive engine (2), a multi-group transmission (4), an output and a control device. The multi-group transmission (4) consists of at least one automatic gearbox (8) and a downstream range-change unit (9). When a modification occurs in the multiplication of the range-change unit (9), a) the drive train is relieved by modifying the torque of the drive engine (2), a shift element (24, 25) to be switched off in said range-change unit (9) is disconnected, c) a shift element (24, 25) to be switched on in said range-change unit is synchronized and switched on and d) a multiplication of the automatic gearbox (8) is modified in such a way that the modification of the multiplication of the multi-group transmission (4) is smaller than a single modification of the multiplication of the range-change unit (9). A rotational speed of the drive engine (2) is adjusted by a modification in the transmissibility of at least one shift element of the automatic gearbox (8) to a coupling rotational speed equivalent to the adjusting multiplication of the multi-group transmission (4) at which the shift element to be switched on in the range-change unit (9) is synchronous.

[Fortsetzung auf der nächsten Seite]

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